Construction of Elevated corridor from Old Madras Road to Electronic City flyover via Swami Vivekananda Metro Station - Indiranagar - Old Airport road - Hosur road - Silk Board Junction (Length 5.20 kms) in Bengaluru city under Engineering, Procurement & Construction (EPC) Mode on Lumpsum, Turkey with allowable Price Escalation using Ultra High-Performance Fiber Reinforced Concrete (UHPFRC) based structures including maintenance for a period of 10 years

Query raised by: PRATHIMA INFRA

Sl no	Clause no	Bid Clause	Prebids Queries	Clarification
1	2.2	Tenders from Joint Ventures / Consortia are not allowed.	Since the estimated tender value exceeds ₹100 Crore, we request that Joint Ventures be permitted to participate in the above-mentioned tender in order to promote healthy competition and ensure wider participation of qualified bidders. We request that, in the case of a Joint Venture, the Technical Capacity requirements be permitted to be fulfilled by any one of the JV partners based on its experience and credentials. Further, we understand that the Financial Capacity requirements shall be assessed in proportion to the respective shareholding/participation of each JV partner in the Joint Venture.	Tender condition prevails
2	3.3.a	For demonstrating technical capacity and experience ("Technical Capacity"), the bidder shall, over the past five financial years preceding the Bid Due Date, have received payments for construction of Eligible Projects, or have undertaken construction works by itself in a PPP/EPC project, such that the sum total thereof, as further adjusted in accordance with Clause 3.4, is more than Rs. 852.00 Cr. excluding GST ("Threshold Technical Capacity").	Kindly consider revising the clause as follows: "The bidder shall have the required eligibility experience during the last 05 financial years up to the month preceding the bid due date," for wider participation and better clarity in interpretation.	Tender condition prevails
3	3.3.b	Provided that at least one similar work of 20% of Estimated Project Cost shall have been completed from the Eligible Projects specified below. For this purpose, a project shall be considered to be completed if more than 90% of the value of work has been completed and such completed value of work is equal to or more than 20% of the estimated project cost.	Kindly consider revising the clause as follows: "Provided that at least one similar work of 20% of Estimated Project Cost shall have been completed from the Eligible Projects specified below. For this purpose, a project shall be considered to be completed if more than 80% of the value of work has been completed and such completed value of work is equal to or more than 20% of the estimated project cost."	Tender condition prevails

Scanned with OKEN Scanner

Sl no	Clause no	Bid Clause	Prebids Queries	Clarification
4	3.3.c	The sole bidder shall have completed at least one similar Major Bridge/ROB/Flyover project in the last 10 financial years preceding the Bid Due Date, having span equal to or greater than 50% of the longest span or 100 m, whichever is less, of the structure proposed in this project and also the cost of such similar project shall be at least 20% of the Estimated Project Cost and also the length of such Major Bridge/ROB/Flyover project shall be at least 20% of the length of the elevated corridor proposed in this tender document.	Kindly consider revising the clause as follows: "The sole bidder shall have completed at least one similar Major Bridge/ROB/Flyover project in the last 10 financial years up to the month preceding the bid due date, having span equal to or greater than 50% of the longest span or 100 m, whichever is less, of the structure proposed in this project and also the cost of such similar project shall be at least 20% of the Estimated Project Cost and also the cumulative length of Bridges/ROBs/Flyovers project shall be at least 10% of the length of the elevated corridor proposed in this tender document; such lengths should be in a single project. For this purpose, a project shall be considered to be completed if more than 80% of the value of work has been completed and such completed value of work is equal to or more than 20% of the Estimated Project Cost."	Tender condition prevails
5	3.3.c	Eligible projects shall include following: The sole Bidder shall have completed at least one similar Major Bridge/ROB/Flyover project in the last 10 (ten) financial years preceding the Bid Due Date, having span equal to or greater than 50% of the longest span of such similar project or 100 m, whichever is less, of the structure proposed in this project and also the cost of such similar project shall be at least 20% of the Estimated Project Cost and also the length of such Major Bridge/ROB/Flyover project shall be at least 20% of the length of the elevated corridor proposed in this tender document. For this purpose, a project shall be considered to be completed if more than 90% of the value of work has been completed and such completed value of work is equal to or more than 20% of the Estimated Project Cost.	Kindly clarify whether the eligible projects shall necessarily satisfy the following condition for qualification towards Technical Capacity as per Clause 3.3(a).	Tender condition prevails
6	3.5(ii)	For a project to qualify as an Eligible Project under construction works executed, fully completed or partially completed, the project experience shall be certified by the Engineer/Independent Engineer/Authority. During the last 5 (five) financial years preceding the Bid Due Date and only the amounts (gross) received/work payments executed during such 5 (five) financial years shall qualify for purposes of calculating Technical Capacity.	Kindly consider accepting a CA Certificate as supporting proof to substantiate the payment received certificate issued by the respective client.	Certificate issued by the Statutory Auditor/Chartered Accountant is allowed.
7	15.2	No Physical Documents shall be considered for evaluation. The participating Tenderer shall ensure that all the required Documents uploaded in the Portal are true and genuine.	Kindly clarify whether the original Surety Bond document, along with all other uploaded documents, is required to be submitted prior to the opening of the Technical Bid.	Surety bond document to be submitted within 24 hours after submission of Tender.

Scanned with OKEN Scanner

Sl no	Clause no	Bid Clause	Prebids Queries	Clarification
8	28.2(iv)	In case of procurement for a value in excess of Rs.10 crores, and if the tender inviting authority seeks procurement from a Class-I local supplier only, or from a Class-I and Class-II local supplier, as stipulated for procurement by the Department for Promotion of Industry and Internal Trade (DPIIT) from time to time, all bidders shall submit a certificate from the statutory auditor or cost auditor of the company (in case of companies) or from a practicing cost accountant or practicing chartered accountant (in respect of suppliers other than companies) giving the percentage of local content.	Please clarify the applicable period for procurement of items/materials for which the certificate of local content is to be submitted for procurements exceeding Rs.10 Crores.	Tender condition prevails
9	29.1	Within 20 days of Receipt of the Letter of Acceptance, the Successful Tenderer shall deliver to the Employer a Security Deposit in any of the forms given below for an Amount equivalent to 5% of the Contract Price plus Additional Security for Unbalanced Tenders in accordance with Sub Clause 25.5 of ITT and Clause 44 of the Conditions of Contract.	Kindly consider accepting a Surety Bond and E-Bank Guarantee as Performance Security in accordance with Clause 25.5 of ITT and Clause 44 of the Conditions of Contract, and also clarify the applicable percentage for the unbalanced tender.	Insurance surenty bonds are accepted
10	1.6	Quantities of Work Executed as Prime Contractor (in the same name) during the last Five Years specified in 1.5.	Since this is an EPC Tender, kindly consider evaluating the experience criteria based on executed quantities such as earthwork, reinforcement, and structural steel works.	Tender condition prevails
11	3.2(a)	The Bidder shall have achieved a minimum Average Annual Turnover during the last 5 (five) financial years.	The annual accounts for FY 2025-26 have not been audited and are presently under audit. Accordingly, the audited accounts for FY 2025-26 cannot be submitted for bidding purposes. Therefore, it is requested to kindly consider the preceding five financial years excluding FY 2025-26. The agency may also furnish an undertaking in respect of the unaudited annual accounts.	Accepted. For the purpose of evaluation of Financial Capacity, the Bidder may furnish audited financial statements for the last 5 completed and audited financial years up to FY 2024-25. Accordingly, reference to FY 2025-26 in the relevant clauses / annexures shall be read as modified to this extent
12	3.2(b)	The Bidder shall have a minimum Net Worth of Rs. 42.60 Crores (being 5% of the Amount put to tender) as on the close of the preceding financial year.	The annual accounts for FY 2025-26 have been compiled and are presently under audit. Since the audited accounts for FY 2025-26 cannot be submitted for bidding purposes, it is requested to kindly consider the preceding five financial years excluding FY 2025-26. The agency may also furnish an undertaking in this regard.	Accepted. For the purpose of evaluation of Financial Capacity, the Bidder may furnish audited financial statements for the last 5 completed and audited financial years up to FY 2024-25. Accordingly, reference to FY 2025-26 in the relevant clauses / annexures shall be read as modified to this extent
13	35	Payments for variations- DELETED	Kindly cosider payment for variations involving additional work beyond the agreed scope of work	Tender condition prevails

Scanned with OKEN Scanner

Sl no	Clause no	Bid Clause	Prebids Queries	Clarification
14	40.9	Price Adjustment BI = Official retail price of bitumen at nearest refinery on Base Date. BO = Official retail price of bitumen at nearest refinery on first day of the month three months prior to the month to which the IPC relates. FI = Official retail price of High Speed Diesel (HSD) at existing consumer pumps of IOC in Karnataka on Base Date. FO = Official retail price of HSD at existing consumer pumps of IOC in Karnataka on first day of the month three months prior to the month to which the IPC relates.	Kindly consider the following: BO = Official retail price of bitumen at the nearest refinery on the first day of the quarter to which the IPC relates, instead of the average price of the three months of the quarter to which the IPC relates. FO = Official retail price of HSD at IOC consumer pumps in Karnataka on the first day of the quarter to which the IPC relates, instead of the average price of the three months of the quarter to which the IPC relates.	Tender condition prevails
15	40	Price Adjustment	Kindly consider revising the period for price adjustment as "the average price index of the three months of the quarter to which the IPC relates" instead of "the first day of the month three months prior to the month to which the IPC relates."	Tender condition prevails
16	37.2	The Contractor shall be paid in accordance with the milestone-based payment schedule set out in Section 6 (Contract Data). Payments shall become due upon achievement of the relevant milestone and certification thereof by the Employer / Employer's Representative in terms of the Contract.	Please clarify whether, considering the 18-month project duration, provision can be made for item-wise and stage-wise interim payments to the bidder based on the payment schedule submitted by the bidder.	Tender condition prevails
17	42	Advance Payments	Kindly consider provision of mobilization advance payment.	Mobilization advance payment is allowed as mentioned in the tender documents.
17	53.5 (41)	Mentioned in Special Conditions of Contract – Existing Services / Utility Lines: Existing Drains, Pipes, Cables, Overhead Wires, Sewer Lines, Water Lines, Power Lines and similar Services / Utility Lines encountered in the course of execution of the Work shall be protected / repaired / maintained in all respects in terms of Materials, Labours, etc. against the knowingly / unknowingly damage by the Contractor at the Contractor's own risk and cost. The Contractor shall not store materials or otherwise occupy any part of the Site in a manner likely to hinder the operation of such Services.	In the EPC RFP (Page 1), the Amount Put to Tender is indicated as Rs. 852 Crores (excluding GST, utility shifting cost, and land acquisition cost). However, the DPR includes a provision towards utility shifting @ 8% of the APT, amounting to approximately Rs. 68.16 Crores. In this regard, kindly clarify whether the utility shifting works are within the scope of the Successful Tenderer (Contractor), or whether the same shall be carried out separately by the Authority / concerned utility agencies.	Utility shifting shall be carried out by the contractor. Authority/Employer shall assist the contractor in carrying out the same by assiting in obtaining clearances and approvals from agencies such as BMRCL, BTP, BWSSB, etc. Charges for the same shall be paid by contractor and re-imbursed by the authority. The amounts towards the same are over and above the amount put to tender.

Scanned with OKEN Scanner

Sl no	Clause no	Bid Clause	Prebids Queries	Clarification
18	53.5 (43)	Mentioned in Special Conditions of Contract – Mapping of Existing Services / Utility Lines: The Successful Tenderer (Contractor), on Award of Work, shall map all the Existing Service Lines, above and below the ground level within the Battery Limit, such as Water Supply, Underground Drainage, Electrical, Telephone, Optical Fibre Cables, etc. Mapping of the Service Lines below the Ground Level shall be carried out using Ground Penetrating Radar (GPR) Equipment. Mapping shall be got approved by all the respective Service Departments at the Risk and Cost of the Contractor. The Contractor shall submit the Approved Maps to the Employer. The Employer will assist the Contractor in coordination only.	In the EPC RFP (Page 1), the Amount Put to Tender is indicated as Rs. 852 Crores (excluding GST, utility shifting cost, and land acquisition cost). However, the DPR includes a provision towards utility shifting @ 8% of the APT, amounting to approximately Rs. 68.16 Crores. In this regard, kindly clarify whether the utility shifting works are within the scope of the Successful Tenderer (Contractor), or whether the same shall be carried out separately by the Authority / concerned utility agencies.	Utility shifting shall be carried out by the contractor. Authority/Employer shall assist the contractor in carrying out the same by assiting in obtaining clearances and approvals from agencies such as BMRCL, BTP, BWSSB, etc. Charges for the same shall be paid by contractor and re-imbursed by the authority. The amounts towards the same are over and above the amount put to tender.
19		Geotechnical data	Kindly confirm whether the geotechnical data provided in the DPR is for reference purposes only, or whether the same may be used for preliminary foundation design for the purpose of pricing our bid.	Bidders are requested to refer scope of work under Clause 1.3(d) – "Geotechnical Investigations and Taking Trial Bores" of the Scope of Work. The geotechnical information, borehole data, soil profiles, and recommendations included in the DPR and Tender Documents are provided for preliminary guidance and reference purposes only and represent the information available at the project preparation stage. Bidders may utilize the available geotechnical information for preliminary assessment, conceptual planning, and bid pricing purposes at their own discretion. However, the information shall be treated as indicative only and shall not relieve the Tenderer of the responsibility to independently assess subsurface conditions, foundation requirements, construction methodology, risks, and all other factors affecting the Works. The successful EPC Contractor shall carry out detailed geotechnical investigations in accordance with IRC:78 and other applicable standards at all pier, abutment, retaining structure, and other locations required for detailed design and execution of the Project. Submission of a Bid shall be deemed to indicate that the Tenderer has independently evaluated the available geotechnical information and accepted the risk of variations in actual ground conditions within the project limits. No additional payment, claim, compensation, or extension of time shall be admissible solely on account of variations between the indicative geotechnical information provided in the Tender Documents and the conditions encountered during execution, except as otherwise specifically provided under the Contract.
20	13	All Duties, Taxes, and other Levies payable by the Contractor under the Contract, or for any other cause, shall be included in the Rates, Prices and Total Tender Price submitted by the Tenderer. (Note: Tender is invited with rates Excluding GST)	Kindly confirm whether Labour Cess is included in the Contract Value or if the same shall be reimbursed through Interim Bills. Further, please clarify whether any new taxes, duties, or levies imposed by the Government during the contract period shall be reimbursed by the Client.	Labour cess and other cesses are included in the contract value
21	22	Within 20 days of Receipt of the Letter of Acceptance, the Successful Tenderer shall deliver to the Employer a Security Deposit in any of the forms given below for an Amount equivalent to 5% of the Contract Price Plus Additional Security for Unbalanced Tenders in accordance with Sub Clause 25.5 of ITT and Clause 44 of the Conditions of Contract.	Kindly consider the Security Deposit separately for the Construction Value and the O&M Value. Upon issuance of the Completion Certificate, the agency may be permitted to claim the Security Deposit pertaining to the Construction Value. Thereafter, the agency can furnish a separate Security Deposit applicable for the O&M period.	Tender condition prevails

Scanned with OKEN Scanner

Sl no	Clause no	Bid Clause	Prebids Queries	Clarification
22	13.2	Tenderer shall submit EMD of Rs. 8,52,00,000/- (Rs. 10 lakh through E-Payment & rest as Surety Bonds / EBG issued by any of the nationalized / scheduled banks in favour of Chairman and Managing Director, BSMIL or Managing Director, BSMIL as the Bidder addressing to Tender Inviting Authority) as per tender clause and upload in eProc format mentioning the validity of Bank Guarantee / Surety Bond. The original Bank Guarantee / Surety Bond certificate must be submitted in Original to the office for verification and further processing.	Kindly provide the Beneficiary Bank Details required for obtaining the E-Bank Guarantee / Surety Bond, as the same is mandatory for processing the instrument.	Will be provided as an addendum to the tender documents on the KPP Portal.
22	11.2	Evidence of Access to Financial Resources to meet the Qualification Requirement specified in ITT Clause 3.3(b), Cash in Hand / Letter of Credit / Working Capital and attach Certificate from the Banker in the suggested format as mentioned below.	Kindly specify the value of Credit Facilities required to meet the Working Capital requirement. Also, as two formats have been mentioned for the above requirement, please confirm whether both formats are to be submitted or only any one specific format.	(i) Bank Guarentee shall be submitted as per standard format and procedure of the respective bank in any one of the format given in the RFP (ii) Value of credit facilities required - Tender conditions prevails. Since this is a large-scale infrastructure work, the payment schedule may be referred and credit facilities may be suitably arranged at the bidder's end.
23	15	If the Bidder is claiming additional construction experience of major project under Clause 3.3.4.3.5, it should provide a certificate from its statutory auditors/client in the format below.	As per Clause 3.3(c), the condition states that "If any Major Bridge/ROB/Flyover is (are) part of the project, then the sole Bidder shall necessarily demonstrate additional experience in the construction of a Major Bridge/ROB/Flyover." However, the subject tender pertains to an Elevated Corridor. It is understood that this requirement may not be applicable. In view of the above, please clarify whether the said requirement is not applicable and consequently no separate submission towards the above experience criteria is required.	Tender condition prevails

Project Engineer
Bengaluru Smart Infrastructure Limited

Chief Engineer
Bengaluru Smart Infrastructure Limited

Director (Technical)
Bengaluru Smart Infrastructure Limited

Scanned with OKEN Scanner

Name of Work	**Construction of Elevated corridor from Old Madras Road to Electronic City flyover via Swami Vivekananda Metro Station - Indiranagar - Old Airport road - Hosur road - Silk Board Junction (Length 5.20 kms) in Bengaluru city under Engineering, Procurement & Construction (EPC) Mode on Lumpsum, Turkey with allowable Price Escalation using Ultra High-Performance Fiber Reinforced Concrete (UHPFRC) based structures including maintenance for a period of 10 years**
Agencies	T & T Infrastructure

Sl no	Clause no	Prebids Queries	Qualification Required	Response
1	Table 2	Construction Period -18 Months (Including Monsoon Period	Considering the large quantum of work, wide project scope, and difficulties due to the crowded site location, we kindly request the Authority to allow a construction period of 24 months for smooth and timely completion of the project.	Tenderers may refer to Clauses 4.0 and 4.1 of the Scope of Work. The stipulated completion period of 18 months (including monsoon period) has been fixed by the Employer considering parallel construction fronts, precast/UHPFRC technology, and fast-track execution methodology. **Accordingly, tender conditions prevail.**
2	Notice 9	Performance Security as per contract price in form of FDR / Bank Guarantee obtained from a Nationalized Bank / Scheduted Bank payabte at Benqaturu .570 of the Contract Price	We kindly request authority to allow performance secuirty in the form ofi nsurancc Surety Bond/ E - Bank Gaurantee. As per emd allowed in this tender.	Performance security shall be submitted in the form of insurance Surety Bond / E-BG / BG
3	Clause 35	Payments for Variations - DELETED	As the project scope may change and addition during execution then we kindly request the Authority to consider provision ofchange ofscope	**Tender conditions shall prevail.**
4	c[ause 37	The payments to the Contractor shatt be made in accordance with the fottowing milestone schedule.	Kindty attow payment through month[y running account (RA) bitts based on the actuat work executed on Pro Rata basis, to ensure smooth project execution and maintain adequate cash ftow during construction.	**Tender conditions shall prevail.**
5	Clause 42	Mobilization 5% of the Contract Price.	We kindty request the Authority to increase the Mobitization Advance to 10% of the Contract Value, considering the targe project size and the significant upfront cost required for UHPFRC procurement and project mobitization. We kindty request the Authorityto provide 1070 Mobitization Advance irr two insta[[ments against an unconditionat Bank Guarantee as per Government norms.	**Tender conditions shall prevail.**

Scanned with OKEN Scanner

Sl no	Clause no	Prebids Queries	Qualification Required	Response
6	Site Visit	Bidders are encouraged to conduct site-specifIc surveys and fietd/soit investigations before bid. - The bid period may not permit intrusive investigations in a live urban road corridor with utitities and traffic	Kindty ctarify whether bidders are required to carry out any site investigations before bid submission. If so, willthe Authority provide necessary permissions for conducting triat pits, borehotes, or other investlgations? In cases where such investigations are not feasibte before bidding, can bidders rety on the data provided in the DPR and tender documents for pricing purposes. Atso required more time before submission.	Bidders are encouraged to carry out site visits, surveys, and investigations before bid submission at their own risk and cost. Subject to submission of an undertaking specifying the tender name/notification, permission for limited investigations may be considered by the Authority. Any damage caused during such investigations shall be restored by the bidder at its own cost. **In the scenario of bidder not conducting site investigations, the geotechnical and site data provided in the DPR may be used for bid pricing at their own risks and eventual consequences.** **Accordingly, tender conditions prevail.**
7	General	Land Avaitabitity	Kindly confirm availability of 100% encumbrance-free Right of Way at commencement.	Land is available at the via-duct portion and the process of land acquisition at the ramp portions is in process which will be confirmed on submission of GAD by the successful bidders.
8	General	Earty Completion - No bonus clause identified.	Kindty Attow whether any incentive/bonus is payabte for early comptetion of the project.	**There is no bonus for early completion clause. Tender conditions shall prevail.**
9	General	Elevatcd corridor in dense urban area	Kindly Provide utility shifting status and clear working corridor availability at the time of starting work.	Utility shifting works are to be undertaken by the contractor upon award of contract. No shifting of utilities has begun on the project site yet. Refer clause 43 of the RFP for the detailed clarification on the responsibilities of the Employer and Contractor w.r.t utility shifting.
10	General	Traffic plan identifies I3 major signal, cross roads, 108 cross roads (RfIS & LHS) and 46 bus stops(LHS &RIIS). along the project road. No approved stage-wise traffic diversion scheme, work-zone widths or minimum lanes to be maintained are available.	Kindly provide the approved Traflic Management Plan for thc project, including the minimum number of live traffic lanes to be maintained during construction, junction-wise traffic diversion arrangements, bus stop relocation plans, and the pcrmissible work-zone width available at each location and construction stage.	The Traffic Management Plan, traffic diversion arrangements, work-zone widths, lane closures, bus stop relocations, and stage-wise construction traffic schemes shall be developed by the Contractor based on detailed site investigations, actual traffic conditions, and construction methodology, and shall be submitted to the concerned Traffic Police/Statutory Authorities for approval prior to implementation. The Contractor shall maintain safe and adequate traffic movement throughout the construction period.

Scanned with OKEN Scanner

Sl no	Clause no	Prebids Queries	Qualification Required	Response
11	General	Viaduct Span for straight reach-45m Viaduct Span at Curve location -35m	Whether span arrangement is fixed or can be modified based on detaited design and site constraints. Also we request to you ptease provide GAD with Span arrangement.	**Tender conditions prevail.** **The upgradations if any proposed by the contractor shall be approved by the employer. The spans can be increased but not reduced.** **The pile diameter, pile arrangement, foundation system, pier geometry, and pier cap configuration indicated in the DPR are indicative for tender purposes. Mono-pile technology option will be encouraged to optimize foundation construction time and traffic diversion.**The Contractor may optimize the same based on detailed geotechnical investigations, structural analysis, construction methodology, and site constraints, subject to compliance with Contract requirements and approval of the Employer.
12	Utitity Retocation	Water Suppty, Sewerage, HT Lines, Gas Pipetine/OFC exist in corridor."	Kindty provide utitity drawings and utitity inventory.	Please refer the DPR for the same
13	general	Existing corridor - Heavy Urban Traffic corridor	Kindty ctarify permitted working hours and night work restrictions.	Based on contractor methodologies and working capabilities and capacities, the same shall be concluded on in consultation with Bangalore Traffic authorities.
14	Ctause 1.9	DPR consuttant scope ends at DPR stage	kindty ctarify Whether who witt appoint design consuttant and proof checking consultant .	Authority to appoint Project Management Consultant / Proof checking consultant
15	Clause 1.9	This report is intended sotely for conceptual ptanning and tender documentation purposes and sha[[not be referred to for detaited etrgineering or execution-tevel designs."	Since DPR is conceptua[, kindty confirm that the Contractor wit[be permitted to optimize design, span arrangement, pier locations and construction methodology.	Contractor will be permitted to optimize the same
16	Clause 1.11(3)	Review and Study of Geotechnicat Investigation"	Kindty ctarify whether existing geotechnicat data shatt be consider for Degign study	Yes
17	Genra[-	scope of work - Elevated corridor proposed through dense urban area	Kindly ctarify compensation mechanism /extension 0f time in case of detay due to non-avaitabitity of land	There shall be no compensation mechanism for such delays. Price escalation as mentioned in the tender documents are allowable subject to authority's approval. Further, extension of time is allowable subject to authority's approval.
18	clause 1.11 (10)	Coordinating with Sub-Urban Raitto finatize location of piers to minimize impact on rai[Movement	Kindty ctarify whether att approvats from Raitway/BMRCL agencies shatt be facititated by Authority.	The approval of authorities such as BMRCL, BTP, BWSSB, BESCOM, etc. shall be sought by the contractor in co-ordination with employer/authority.

Scanned with OKEN Scanner

Sl no	Clause no	Prebids Queries	Qualification Required	Response
19	Ctause 3.4	The fottowing superstructure options were studied to meet IRC standards and arrive at the most suitab[e, economicat, and site-specific solution: a) Etevated road with precast I-girder b)Etevated road with futt-span precast box girder Etevated road with segmental precast box girder Etevated road with UHPFRC U-girder	Kindty ctarify whether UHPFRC technology is mandatory or equivatent atternative structural systems may be proposed by the contractor.	The Project has been conceptually planned based on UHPFRC/UHPC superstructure systems. All pre-casted elements should be used for superstructures. **Hence, tender conditions prevail**
20	Genral	Design consuttant /vendor for UHPFRC	Kindty ctarify whether the vendor for UHPFRC is f ixed by the Authority, or if the Contractor is allowed to select their own vendor."	No UHPFRC vendor is nominated or fixed by the Employer. The Contractor shall select and engage his own UHPFRC design consultant, manufacturing agency, technology provider, and/or specialized subcontractor having proven experience in design, production, quality control, testing, and execution of UHPFRC/UHPC structural components, subject to compliance with the Contract requirements and approval of the Employer.
21	Genral	Works occur near live traffic, bus stops, metro conidor, drains and property limits.Pubtic safety separation, pedestrian routes and emergency access requirements are not specified.	P[ease provide minimum barricading standards, pedestrian diversion requirements, emergency access obtigations, schooUhospitat/sensitive receptor restrictions and permissibte night- worUnoise limits.	The Contractor shall prepare and implement detailed traffic management, public safety, barricading, pedestrian diversion, emergency access, work-zone protection, and construction safety plans in accordance with IRC, MoRTH, Traffic Police requirements, and applicable statutory regulations. Any restrictions relating to schools, hospitals, metro corridors, sensitive receptors, working hours, night work, and noise control shall be complied with as stipulated by the concerned authorities during execution. **The approval of other authorities such as BMRCL, BTP, BWSSB, BESCOM, etc. shall be sought by the contractor in co-ordination with employer.**
22	Genral	Tender documents state that uptoaded drawings are based on DPR and form an integral reference for bidding and execution.	Kindty confirm whether the uptoaded TCS, atignment, profite, pier tocations and cross sections are approved/frozen for bidding, or whether revised approved drawings witt be issued before bid submission	There will be no issuance of any revised approved drawings. The current drawings uploaded are indicative. However, Alignments are freezed.
23	general-Drawing TCS	Drawing indicates UHPFRC U-girder/ M150 concrete and notes referencing M40 and M150 elements.-Concrete grade allocatlon between girder, deck stab, struts, iaphragm and pier cap is unctear.	Please issue a materia[grade schedu[e for each structural component, inctuding UHPFRC, conventional concrete, PSC pier cap, deck stab, struts, diaphragms, closure p0urs and joints.	Tender conditions prevail.

Scanned with OKEN Scanner

Sl no	Clause no	Prebids Queries	Qualification Required	Response
24	General	Funds avaitabte in BENGALURU SMART TNFRASTRUCTURE LTMTTED (B - SMrLE) department?	Kindty conf irm the avaitabitity of funds for the project under the B-SMILE scheme and whether at necessary financiat approvals and budget attocations have been secured to ensure timety payments during project execution.	Funds for the elevated corridor project have been secured from approved Government of Karnataka & City Corporation grants. The budget allocations for the same have been done in the budgets issued by the Government of Karnataka and City Corporations.
25	7.2 (NIT)	For implementation of new technologies namely UHPFRC, Bridge bearings, etc., post tender agreement on award of work should be accompanied with agreements, MoUs from respective sub-contractors.	The Authority is requested to clarify the qualification criteria applicable to the proposed UHPFRC provider. Specifically, kindly confirm: (a) Minimum years of experience required in execution of UHPFRC structures. (b) Requirement of UHPFRC production/manufacturing facilities, including batching plant and associated infrastructure. (c) Minimum number of completed UHPFRC structures/projects required for eligibility. (d) Minimum/maximum span length of completed UHPFRC structures to be considered for credential evaluation. (e) Any other specific technical, financial, or performance criteria applicable to the UHPFRC provider.	The UHPFRC/UHPC Design Consultant, Manufacturer and Specialized Sub-Contractor shall be engaged by the Contractor and shall possess demonstrated experience in the design, manufacture, quality control and execution of UHPFRC/UHPC bridge structures. The detailed qualification criteria, including experience, completed projects, production facilities, span capabilities and technical competency, shall be proposed by the Contractor and shall be subject to review and approval by the Employer at the time of approving sub-contractor as per clause 7 and relevant sub-contracting provisions of the scope of work. Preference shall be given to agencies having proven experience in UHPFRC/UHPC bridge projects and working in association with recognized National Institutes such as IITs, IISc or equivalent approved technical organizations.
26	7.2	Agreement / MoU with UHPFRC Sub-Contractor	Kindly clarify whether the Agreement/MoU with the proposed UHPFRC Sub-Contractor is required to be submitted along with the bid or can be furnished after issuance of the Letter of Award (LoA).	It is at the discretion of the bidder to submit a letter of Association / Memorandum of Understanding (MoU) / Letter of Intent from the proposed UHPFRC/UHPC Specialist Agency indicating willingness to participate in the Project along with the bid, but not mandatory as per the tender.
27	7.2	Sub-Contractor Credentials	Kindly clarify whether the experience and credentials of the proposed UHPFRC Sub-Contractor shall be considered for meeting the qualification requirements of the UHPFRC works under the project.	Yes, but it will be dealt with the successful bidder during the course of engaging UHPFRC sub-contractor / expert agency

Project Engineer
Bengaluru Smart Infrastructure Limited

Chief Engineer
Bengaluru Smart Infrastructure Limited

Director (Technical)
Bengaluru Smart Infrastructure Limited

Scanned with OKEN Scanner

Construction of Elevated corridor from Old Madras Road to Electronic City flyover via Swami Vivekananda Metro Station - Indiranagar - Old Airport road - Hosur road - Silk Board Junction (Length 5.20 kms) in Bengaluru city under Engineering, Procurement & Construction (EPC) Mode on Lumpsum, Turkey with allowable Price Escalation using Ultra High-Performance Fiber Reinforced Concrete (UHPFRC) based structures including maintenance for a period of 10 years

Queries Raised by: SPS Construction India Pvt. Ltd.

Sl no	Clause no	Bid Clause	Prebids Queries	Clarification
1	Tender Drawing L-Section	PNP Drawing	Please provide complete plan and profile drawing for Viaduct & ramp portions as provided L-Section drawing is not clear.	**Refer the DPR drawings and designs uploaded.**
2	General	Span continuity	Please provide minimum distance between expansion joints.	**Refer scope of work uploaded**
3	Detailed Project Report, Volume-I, Clause 4.1.1	As per Clause, total length of approach & viaduct is mentioned	Please provide GAD of Viaduct prepared at DPR stage with span arrangement for better understanding.	The Concept and Alignment Plans furnished as part of the Tender Documents shall be treated as the tender-stage conceptual General Arrangement Drawings (GADs). These drawings indicate the proposed corridor alignment, carriageway configuration, chainages, indicative pier locations, portal frame locations, ramps, loops, rotaries, second-level structures, geometric requirements, and other key functional elements considered during conceptual planning and estimation. Typical cross-sections for the proposed elevated corridor configurations have also been provided as part of the Tender Documents. The chainages, lengths, carriageway widths, structural layouts, pier locations, portal frame locations, and span arrangements indicated in the Concept Drawings are indicative and intended for conceptual planning, tendering, and estimation purposes only. No separate DPR-stage detailed GAD with finalized span arrangement is available. Bidders shall base their proposals on the Concept Drawings, Typical Sections, Scope of Work, Structural Component Schedule, and other Tender Documents.

Scanned with OKEN Scanner

Sl no	Clause no	Bid Clause	Prebids Queries	Clarification
4	Detailed Project Report, Volume-I, Clause 4.1.2	As per clause, span for straight reach is 45 m & at curve location is 35 m	contractor is allowed to change the span arrangement to suit the proposed alignment. Please confirm.	**Tender conditions prevail.** **The upgradations if any proposed by the contractor shall be approved by the employer. The spans can be increased but not reduced.** **The pile diameter, pile arrangement, foundation system, pier geometry, and pier cap configuration indicated in the DPR are indicative for tender purposes. Mono-pile technology option will be encouraged to optimize foundation construction time and traffic diversion.**The Contractor may optimize the same based on detailed geotechnical investigations, structural analysis, construction methodology, and site constraints, subject to compliance with Contract requirements and approval of the Employer.
5	Detailed Project Report, Volume-I, Clause 3.7.4, Sr. No. 13	As per Clause, type of superstructure is precast segmental UHPFRC U-type box girder with open cross-section with post tension	Please confirm whether the contractor can propose any type of superstructure like PSC I-Girder, PSC Segmental Box Girder, Structural Steel, etc	Tender conditions to prevail
6	Detailed Project Report, Volume-I, Clause 3.7.4, Sr. No. 12	As per Clause, type of bearing - POT Cum PTFE/Elastomeric bearings	Please confirm bearing type is not mandatory and the contractor is free to use any type of bearings, provided all codal and design requirements are satisfied.	The bearing types indicated in the Tender Documents are generally proposed bearing arrangements intended for conceptual planning and estimation purposes. The successful EPC Contractor shall finalize the bearing system during detailed design considering span length, structural configuration, torsional effects, curvature, seismic requirements, rotational demands, durability, inspectability, maintenance requirements, and overall structural performance.

Scanned with OKEN Scanner

Sl no	Clause no	Bid Clause	Prebids Queries	Clarification
7	Detailed Project Report, Volume-I, Clause 3.7.4, Sr. No. 23 & 24	As per Clause, grade of concrete for Pier Cap, Pier, Pile & Pile Cap is M35	Please confirm whether the concrete grades specified for the Pier Cap, Pier, Pile & Pile Cap are minimum grades or mandatory grades.	he concrete grades indicated in the Tender Documents for Pier Caps, Piers, Piles and Pile Caps shall be treated as minimum grades required for design and durability considerations. Accordingly, M35 concrete shall be considered as the minimum permissible grade for these structural elements. The successful EPC Contractor shall finalize the concrete grades during detailed design based on structural requirements, durability considerations, exposure conditions, constructability requirements, service life requirements, and applicable IRC, BIS and MoRTH provisions. Higher grades of concrete may be adopted wherever required based on approved design calculations and project-specific requirements.
8	General	Congestion	Please confirm that the congestion factor is to be considered.	The Project Corridor passes through densely developed urban areas involving significant traffic movement, utility congestion, restricted working spaces, traffic diversion requirements, construction staging constraints, and interface with existing infrastructure. Bidders shall independently assess all such site conditions and associated risks while preparing their bids.

Scanned with OKEN Scanner

Sl no	Clause no	Bid Clause	Prebids Queries	Clarification
9	General	SPV Loading	Please confirm that Special Vehicle Loading is to be considered.	The Elevated Corridor, Elevated Rotary structures, ramps, portal frames, second-level elevated structures, substructures, and superstructures shall be designed in accordance with the latest applicable provisions of IRC:6 and other relevant IRC/MoRTH standards. Accordingly, all load combinations, vehicular loading requirements, special loading cases, impact factors, fatigue considerations, braking forces, centrifugal forces, seismic forces, wind forces, and other design actions, wherever applicable under the relevant IRC provisions, shall be duly considered by the Contractor during detailed design. No separate Special Vehicle Loading requirement beyond the provisions stipulated in the applicable IRC Codes is presently envisaged under the Tender Documents. However, if any specific authority approval, utility crossing requirement, or statutory requirement necessitates consideration of special loading conditions at particular locations, the same shall be addressed by the Contractor during detailed design, subject to review and approval by the Engineer-in-Charge.
10	General	Elevated Rotary GAD	Please provide GAD for Elevated Rotary.	**Refer drawings uploaded in the DPR.**

Scanned with OKEN Scanner

Sl no	Clause no	Bid Clause	Prebids Queries	Clarification
11	Detailed Project Report, Volume-I, Details of proposal for proposed Elevated Corridor, Pg. 15	Total length of viaduct	The summation of all the viaduct portions as per tables doesn't match with the total length mentioned at bottom of table, please clarify.	The chainages, lengths, carriageway widths, span arrangements, structural configurations, loops, ramps, elevated rotary portions, portal frame portions, second-level structures, taper lengths, and other details indicated in the Concept Drawings and Abstract Tables are indicative in nature and have been provided primarily for conceptual planning, tendering, and estimation purposes. The estimated lengths of individual structural components have been considered for preparation of the project cost estimate. Bidders shall independently verify the alignment, chainages, structural lengths, geometry, utility constraints, site conditions, and all other relevant project parameters through their own review of the Tender Documents, site visits, available survey information, and any additional investigations considered necessary before submission of their bids. The successful EPC Contractor shall carry out detailed surveys, utility mapping, geotechnical investigations, traffic studies, structural analysis, and detailed engineering and shall finalize the actual structural configuration, span arrangement, pier locations, profile, geometry, and structural lengths required for execution of the Project. Any increase or decrease in structural lengths, quantities, span arrangements, or configuration arising out of the Contractor's detailed design, optimization, surveys, investigations, construction methodology, or engineering proposals within the approved project limits shall be deemed to have been considered by the Contractor while preparing the Bid and shall not constitute grounds for any additional payment, compensation, claim, or variation in the Contract Price, except where specifically provided under the Contract for Employer-instructed changes beyond the approved project scope or limits.

Scanned with OKEN Scanner

Sl no	Clause no	Bid Clause	Prebids Queries	Clarification
12	Detailed Project Report, Volume-I, Details of proposal for proposed Elevated Corridor, Sr. 11 & 12, Pg. 17	Length of viaduct portion from Rotary to Hosur Crossing Double Deck Flyover	The length viaduct portion from Rotary to Hosur Crossing Double Deck Flyover is mentioned in Sr. No. 11 and repeated with bifurcation in Sr. No. 12. Please confirm.	Bidders are requested to refer Clause 2.8.1 – "Structural Construction Scope for Proposed Elevated Corridor" and the indicative structural component table forming part of the Tender Documents. Sr. No. 11 and Sr. No. 12 represent different structural components of the proposed interchange/elevated corridor system and shall not be construed as duplicate entries. Sr. No. 11 pertains to the main elevated corridor connectivity from the Rotary towards Hosur Road crossing, including the associated elevated carriageway portions towards HSR Layout and Madiwala side. Sr. No. 12 pertains to separate structural components comprising split carriageway portions, double-level elevated sections, loop connectivity, LHS/RHS structural arrangements, and associated elevated connections forming part of the overall interchange configuration. These lengths are additional structural elements and are not merely a bifurcation or subdivision of the length indicated under Sr. No. 11. The lengths indicated in the abstract table are indicative and have been considered for conceptual planning and estimation purposes. The successful EPC Contractor shall verify all chainages, geometry, structural configuration, carriageway arrangement, span arrangement, and structural lengths through detailed survey and detailed engineering and shall finalize the same during detailed design subject to approval of the Engineer-in-Charge.

Scanned with OKEN Scanner

Sl no	Clause no	Bid Clause	Prebids Queries	Clarification
13	Detailed Project Report, Volume-I, Details of proposal for proposed Elevated Corridor, Sr.12(ii), Pg.17 & Concept and Alignment Drawing	Deck width of viaduct	The deck width mentioned in Table is 7.0 m whereas in concept and alignment drawing it is 17.2 m. Please confirm.	Bidders are requested to refer Clause 2.8.1 – "Structural Construction Scope for Proposed Elevated Corridor", the Concept and Alignment Drawings, and the indicative structural component schedule forming part of the Tender Documents. The proposed elevated corridor system comprises structural components of varying carriageway widths including 5.5 m, 7.0 m, 8.5 m, 12.0 m, 15.0 m and 17.2 m wide elevated carriageways depending upon the functional requirements of the respective corridor section, loop, ramp, elevated rotary, double-level structure, portal frame arrangement, merge/diverge zone, and interchange configuration. The 7.0 m width indicated in the abstract table corresponds to specific single carriageway/connector/loop/ramp portions, whereas the 17.2 m width indicated in the Concept and Alignment Drawing relates to a wider deck configuration proposed at the corresponding interchange location for traffic integration and operational requirements. Accordingly, the two widths pertain to different structural portions and shall not be construed as conflicting information. The widths indicated in the Concept Drawings and Abstract Tables are indicative and intended for conceptual planning and estimation purposes. The successful EPC Contractor shall verify and finalize the required carriageway widths, deck configuration, structural arrangement, geometry, and associated details during detailed design in accordance with the Scope of Work, traffic requirements, applicable IRC/MoRTH provisions, and subject to approval of the Engineer-in-Charge.

Project Engineer
Bengaluru Smart Infrastructure Limited

Chief Engineer
aluru Smart Infrastructure Lir

Director (Technical)
Bengaluru Smart Infrastructure Limited

Scanned with OKEN Scanner

Construction of Elevated corridor from Old Madras Road to Electronic City flyover via Swami Vivekananda Metro Station - Indiranagar - Old Airport road - Hosur road - Silk Board Junction (Length 5.20 kms) in Bengaluru city under Engineering, Procurement & Construction (EPC) Mode on Lumpsum, Turkey with allowable Price Escalation using Ultra High-Performance Fiber Reinforced Concrete (UHPFRC) based structures including maintenance for a period of 10 years

Queries Raised by: Shanakaranarayana constructions private limited

Sl no	Clause no	Prebids Queries	Clarification
1	DPR recommends UHPFRC Open U-Box Girder superstructure with 45 m spans.	Kindly clarify whether alternative superstructure systems such as PSC Box Girder, PSC I-Girder, Segmental PSC Box Girder or equivalent IRC-compliant systems may be proposed by the Contractor during detailed design, subject to meeting all performance, durability, serviceability and design life requirements.	The Project has been conceptually planned based on UHPFRC/UHPC superstructure systems. All pre-casted elements should be used for superstructures. **Hence, tender conditions prevail**
2	DPR is based on a typical 45 m span arrangement.	Kindly confirm whether the Contractor may revise the span arrangement, span lengths and pier locations during detailed design, provided the approved alignment, ROW constraints, traffic clearances, utility requirements and project objectives are not adversely affected.	**Tender conditions prevail.** **The upgradations if any proposed by the contractor shall be approved by the employer. The spans can be increased but not reduced.** **The pile diameter, pile arrangement, foundation system, pier geometry, and pier cap configuration indicated in the DPR are indicative for tender purposes. Mono-pile technology option will be encouraged to optimize foundation construction time and traffic diversion.**The Contractor may optimize the same based on detailed geotechnical investigations, structural analysis, construction methodology, and site constraints, subject to compliance with Contract requirements and approval of the Employer.

Scanned with OKEN Scanner

Sl no	Clause no	Prebids Queries	Clarification
3	Technology upgrades may be adopted with mutual consent of Employer and Contractor.	Kindly clarify whether adoption of alternative structural technology or construction methodology shall be considered under this provision, subject to mutual consent and compliance with applicable IRC/MORTH standards.	Adoption of alternative structural technology, materials, construction methodology, or optimized structural systems may be considered, **subject to mutual approval of the Employer,** compliance with applicable IRC/MoRTH/BIS standards, fulfillment of all functional and performance requirements, and demonstration of equal or superior safety, durability, serviceability, constructability, and design life. Any such proposal shall not be treated as a material deviation if approved by the Employer. The same shall not be applicable to the core superstructure which shall be UHPFRC.
4	Tender description refers to	In case the Contractor proposes an alternative PSC-based structural solution meeting the same design life, durability, safety and performance Requirements, whether such proposal willbe considered for approval without constituting a material deviation from the contract.	The Project has been conceptually planned based on UHPFRC/UHPC superstructure systems. All pre-casted elements should be used for superstructures. **Hence, tender conditions prevail**
5	DPR quantities are based on assumed pile, pier and pier-cap configurations.	Kindly confirm whether foundation type, pile diameter, pile arrangement, pier geometry and pier cap configuration may be optimized by the Contractor based on detailed geotechnical investigations and structural analysis.	**The pile diameter, pile arrangement, foundation system, pier geometry, and pier cap configuration indicated in the DPR are indicative for tender purposes. Mono-pile technology option will be encouraged to optimize foundation construction time and traffic diversion.**The Contractor may optimize the same based on detailed geotechnical investigations, structural analysis, construction methodology, and site constraints, subject to compliance with Contract requirements and approval of the Employer.
6	Detailed design is subject to approval.	Kindly confirm the timeline for review and approval of alternative design submissions by the Employer/Authority Engineer to avoid delays in commencement of construction activities.	**Tender conditions prevail**
7	DPR is based on UHPFRC technology primarily to enhance durability and lifecycle performance.	Kindly specify the minimum design life and durability requirements that any alternative structural system must satisfy for approval.	**Tender conditions prevail**

Scanned with OKEN Scanner

Sl no	Clause no	Prebids Queries	Clarification
8	DPR contains conceptual structural arrangement.	Kindly identify the project parameters that are mandatory and non-negotiable (alignment, profile, number of lanes, clearances, utility provisions, architectural requirements, etc.) and those that may be optimized by the Contractor during detailed design.	The approved alignment, profile, carriageway configuration, mandatory clearances, connectivity requirements, utility integration provisions, and functional project requirements are non-negotiable. Structural systems, span arrangements, pier locations, foundation systems, construction methodology, and other engineering details may be optimized by the Contractor during detailed design, subject to compliance with Contract requirements and approval of the Employer.
9	The RFP stipulates that the Statement showing the value of existing commitments and ongoing works shall be countersigned by the Employer-in-Charge not below the rank of Executive Engineer or equivalent, and certificates from the Employer-in-Charge are required for ongoing works for determination of available tender capacity.	Considering the practical difficulty in obtaining Employer countersigned certificates from multiple departments/agencies before bid submission, it is requested that a certificate issued by the Statutory Auditor/Chartered Accountant certifying the value of existing commitments and ongoing works (B value) be accepted. Kindly clarify and confirm.	**Certificate issued by the Statutory Auditor/Chartered Accountant certifying the "B" Value in Bid capacity calculation is allowed.**
10	Mobilization Advance: 5% of the Contract Price – On submission of Unconditional Bank Guarantee.	In line with the Government of India/Government of Karnataka initiatives and guidelines promoting the use of Insurance Surety Bonds as an alternative to Bank Guarantees for infrastructure projects, it is requested to clarify whether an Insurance Surety Bond issued by an IRDAI-approved insurer may be accepted in lieu of a Bank Guarantee for securing the Mobilization Advance. Kindly confirm that Insurance Surety Bonds shall be treated at par with Bank Guarantees for this purpose.	**Insurance Surety Bonds are accepted**
11	The Loan shall be completely repaid prior to the 09 months of the Original Time	We request you to modify "The recovery of the Mobilisation advance payments shall be done in respective currencies and to be recovered within 85% of the contract value is reached in pro-rate basis equally within the contract period or extension of contract if any to recover the whole of Mobilisation advance paid".	**Tender conditions prevail**

Scanned with OKEN Scanner

Sl no	Clause no	Prebids Queries	Clarification
12	29. Security Deposit Within 20 days of Receipt of the Letter of Acceptance, the Successful Tenderer shall deliver to the Employer a Security Deposit in any of the forms given below for an Amount equivalent to 5% of the Contract Price Plus Additional Security for Unbalanced Tenders in accordance with Sub Clause 25.5 of ITT and Clause 44	It is requested to kindly consider acceptance of Insurance Surety Bond, in addition to Bank Guarantee (BG), towards Performance Security, in line with Government of India and Department of Expenditure guidelines. Accordingly, the clauses may be amended to permit submission of Security Deposit in the form of BG and/or Insurance Surety Bond, issued by an IRDAI-authorised Insurance Company and payable in India in favour of Chief Engineer-02, B-SMILE. The said provision is already being implemented by several Government Organisations such as NHAI, VJNL, KIADB, KNNL, etc., and is supported by GoI Office Memoranda dated 02.02.2022 and 24.09.2024.	**Insurance Surety Bonds are accepted**
13	Land Acquisition Status	Kindly provide the current status of land acquisition, Right of Way availability, property acquisition, building dismantling/removal, utility shifting, and statutory approvals/NOCs required for the project. Further, bidders request clarification on the responsibilities of the Employer and Contractor regarding obtaining approvals, utility relocation permissions, traffic diversion approvals, tree-cutting permissions, and other statutory clearances. A corridor-wise Project Readiness Status indicating pending land acquisition, utility shifting, and encumbrance-free site availability may also be provided to enable realistic assessment of project risks and execution planning.	**Land is available at the via-duct portion and the process of land acquisition at the ramp portions is in process which will be confirmed on submission of GAD by the successful bidders.** Refer clause 43 of the RFP for the detailed clarification on the responsibilities of the Employer and Contractor w.r.t utility shifting.
14	24. Procedure for Resolution of Disputes – Arbitration Clause Deleted	It is observed that the Arbitration Clause has been deleted from the Contract Conditions. In the event of disputes arising during execution of the Contract relating to payments, claims, variations, extension of time, or interpretation of contract provisions, kindly clarify the dispute resolution mechanism to be followed, including the adjudicating authority, appellate process, timelines and final forum for dispute resolution	**Tender conditions prevail**

Scanned with OKEN Scanner

Sl no	Clause no	Prebids Queries	Clarification
15	Security Deposit of 5%, Retention Money of 5%, and interim payments are released only to the extent of 90% of the certified work executed. Accordingly, a substantial portion of the Contract value remains withheld during the execution period.	The RFP provides for Security Deposit of 5%, Retention Money of 5%, and release of only 90% of certified interim payments. The cumulative effect of these provisions results in substantial withholding of contract funds during execution, leading to significant working capital blockage and increased financing costs, which may adversely affect project cash flow and execution efficiency. It is therefore requested to consider waiver of Retention Money and/or release of 100% of certified interim payments (after applicable recoveries) to facilitate smooth project execution. Kindly clarify and consider.	**Tender conditions prevail**
16	18 Months (Including Monsoon Period)	The stipulated completion period of 18 months appears to be highly stringent considering the project involves construction of an elevated corridor through heavily congested urban areas under live traffic conditions, extensive utility shifting, stakeholder coordination, traffic diversions, and execution within a restricted Right of Way. In the interest of ensuring safe construction, quality workmanship, effective traffic management, and successful project delivery, it is requested to kindly review and extend the completion period from 18 months to 30 months.	The stipulated completion period of 18 months (including monsoon period) has been fixed by the Employer considering parallel construction fronts, precast/UHPFRC technology, and fast-track execution methodology. **Accordingly, tender conditions prevail.**
17	The RFP encourages bidders to conduct their own site visits, surveys and investigations at their own risk and cost prior to bid submission.	Considering the complexity of the project and the extensive scope involving elevated structures, utility shifting, traffic management, and execution in a densely developed urban corridor, it is requested that a detailed scope matrix identifying the responsibilities of the Employer and Contractor may kindly be provided. Further, bidders request the Employer to arrange a joint site visit along with Department officials and concerned stakeholders to enable proper understanding of the actual site conditions, utility constraints, traffic management requirements, and overall scope of work prior to bid submission Also provide present project scope schedule	The scope and responsibilities of the Employer and Contractor are defined in the Tender Documents. Tenderers are advised to undertake their own site visits, surveys, and investigations at their own risk and cost before bid submission. Site visits may be facilitated on request. The present project execution schedule is provided under Clause 4.0 – Programme for Submission and Approval of Designs and Drawings. **Accordingly, tender conditions prevail.**
18	Earnest Money Deposit (EMD) as applicable (Rs. 1.00 Lakhs & rest as E-BG / Surety Bonds, etc.).	The tender document does not contain the prescribed format for submission of an Insurance Surety Bond towards Earnest Money Deposit (EMD). Kindly provide the applicable format/proforma to be submitted along with the bid.	EMD shall be submitted as per standard format in the form of E-BG/Security Bonds

Scanned with OKEN Scanner

Sl no	Clause no	Prebids Queries	Clarification
19	Last date and time for receipt of tenders	Considering the complexity of the project, execution in a highly congested urban environment, extensive utility interfaces, traffic management requirements, and the EPC nature of the Contract requiring detailed review of the DPR, site investigations, design optimization, and value engineering studies, bidders request extension of the bid submission date by at least 4 to 6 weeks to enable comprehensive assessment of project risks, development of optimized technical solutions, and submission of competitive bids.	**Tender conditions prevail**
20	Longitudinal Gradient	For example, the Longitudinal Gradient for the Up Ramp on LHS at CH: 0+430 Km works out to 17.97% for a 65 m ramp length and structure height of 11.68 m (5.5 + 2.5 + 0.8 + 0.4 + 2.2 + 0.28) as per TCS provided. The calculated gradient of 17.97% is exceptionally steep. Please clarify whether the ramp length will be extended to meet the IRC Guidelines for the safe and easy movement of traffic.	The EGL towards touchdown point is on upward gradient and hence ramp length works out to 68.8m. However, ramp length shall be as per site condition with maximum gradient of 5% as shown in Plan and profile drawings. The bidders are advised to make site visits and conclude accordingly.
21	Access to Existing Road at MCW Ramp Location	The Up Ramp at CH: 0+430 Km is proposed on the Main Carriageway, where existing traffic must merge into the existing road. In this section, the overlap of the existing road and the proposed ramp completely hinders traffic movement. Please clarify the traffic diversion plan or confirm if additional land/service roads will be provided to ensure traffic movement.	Transition from Main carriageway to service road/existing At grade road shall be as per relevant codal provision. The bidders are advised to make site visits and conclude accordingly.
22	General	Proposed alignment positions the elevated corridor directly over the service roads, consequently reducing their existing lane width. The reduced lane width creates bottleneck zones. Please clarify if this reduction is acceptable. Kindly provide the absolute minimum required width for the service roads to ensure compliance with standard safety norms.	Road widths shall be as per Plan and profile and TCS The bidders are advised to make site visits and conclude accordingly.

Scanned with OKEN Scanner

Sl no	Clause no	Prebids Queries	Clarification
23	General	Scope involves road restoration and asphalt overlaying works across the project stretch. The exact chainages and boundaries for these activities are not defined. Please provide explicit clarity regarding the exact locations, chainages, and the detailed scope of work required for road restoration and asphalt overlaying to avoid ambiguity during execution.	Road restoration shall be done for the width, affected during the construction of elevated corridor.
24	Annexure-4 & Annexure-5 (Banker's Certificate / Line of Credit Letter Requirement)	The RFP contains two different formats relating to Banker's Certificate/Credit Facility under Annexure-4 and Annexure-5 and also requires submission of the original Banker's Certificate. However, the tender documents do not clearly specify which format is to be submitted for qualification purpose. Further, the minimum value of credit facility required for qualification has not been specified. Kindly clarify: (i) the applicable format to be submitted (Annexure-4, Annexure-5 or both), and (ii) the minimum credit facility amount/value required to be certified by the issuing Bank for bid evaluation purpose.	(i) As per standard format and procedure of the respective bank shall be submitted in any one of the format given in the RFP (ii) Tender conditions prevails. Since this is a large-scale infrastructure work, the payment schedule may be referred and credit facilities may be suitably arranged at the bidder's end.

Project Engineer
Bengaluru Smart Infrastructure Limited

Chief Engineer
Bengaluru Smart Infrastructure Limited

Director (Technical)
Bengaluru Smart Infrastructure Limited

Scanned with OKEN Scanner

Construction of Elevated corridor from Old Madras Road to Electronic City flyover via Swami Vivekananda Metro Station - Indiranagar - Old Airport road - Hosur road - Silk Board Junction (Length 5.20 kms) in Bengaluru city under Engineering, Procurement & Construction (EPC) Mode on Lumpsum, Turkey with allowable Price Escalation using Ultra High-Performance Fiber Reinforced Concrete (UHPFRC) based structures including maintenance for a period of 10 years

Queries Raised by: AURO INFRA

Sl no	Clause no	Prebids Queries	Clarification
1	Provided that at least one similar work of 20% of Estimated Project Cost shall have been completed from the Eligible Projects specified below. For this purpose, a project shall be considered to be completed, if more than 90% of the value of work has been completed and such completed value of work is equal to or more than 20% of the Estimated Project Cost.	Provided that at least one similar Work of 20% of Estimated Project Cost shall have been completed from the Eligible Projects specified below. For this purpose, a project shall be considered to be completed, if more than 70% of the value of work has been completed and such completed value of work is equal to or more than 20% of the estimated project cost.	Tender document (RFP) conditions prevail
2	C. Eligible projects shall included following: The sole Bidder shall include following; The sole Bidder shall have completed at least one similar Major Bridge/ROB/Flyover project in the last 10 (Ten) financial years preceding the Bid Due Date, having span equal to or greater than 50% of the longest span or 100m, whichever is less of the structure proposed in this project and also the cost of such similar project shall be at least 20% of the Estimated Project Cost and also the length of such Major Bridge/ROB/Flyover project shall be at least 20% of the length of the elevated corridor proposed in this tender document. For this purpose, a project shall be considered to be completed, if more than 90% of the value of work has been completed and such completed value of work is equal to or more than 20% of the Estimated Project Cost.	Eligible projects shall include following: The sole Bidder shall have completed at least one similar Major Bridge/ROB/Flyover/highway project in the last 10 (Ten) financial years preceding the Bid Due Date, having span equal to or greater than 50% of the longest span or 100m, whichever is less of the structure proposed in this project and also the cost of such similar project shall be at least 20% of the Estimated Project Cost. and also the length of such Major Bridge/ROB/Flyover project/Highway projects containing bridges/ROB/Flyover who's length shall be at least 20% of the length of the elevated corridor proposed in this tender document. For this purpose, a project shall be considered to be completed, if more than 70% of the value of work has been completed and such completed value of work is equal to or more than 20% of the Estimated Project Cost.	Tender document (RFP) conditions prevail

Project Engineer
Bengaluru Smart Infrastructure Limited

Chief Engineer
Bengaluru Smart Infrastructure Limited

Director (Technical)
Bengaluru Smart Infrastructure Limited

Scanned with OKEN Scanner

Construction of Elevated corridor from Old Madras Road to Electronic City flyover via Swami Vivekananda Metro Station - Indiranagar - Old Airport road - Hosur road - Silk Board Junction (Length 5.20 kms) in Bengaluru city under Engineering, Procurement & Construction (EPC) Mode on Lumpsum, Turkey with allowable Price Escalation using Ultra High-Performance Fiber Reinforced Concrete (UHPFRC) based structures including maintenance for a period of 10 years

Queries Raised by: KEC

Sl No	Clause no	Prebids Queries	Qualification Required	Response
1	3.3 (c)	Eligible projects shall include following: The sole Bidder shall have completed atleast one similar Major Bridge /ROB /Flyover project in the last 10 (Ten) financial years preceding the Bid Due Date, having span equal to or greater than 50% of the longest span or 100m, whichever is less of the structure proposed in this project and also the cost of such similar project shall be atleast 20% of the Estimated Project Cost and also the length of such Major Bridge/ROB/Flyover project shall be atleast 20% of the length of the elevated corridor proposed in this tender document. For this purpose, a project shall be considered to be completed, if more than 90% of the value of work has been completed and such completed value of work is equal to or more than 20% of the Estimated Project Cost	Eligible projects shall include following: The sole Bidder shall have completed atleast one similar Major Bridge /ROB /Flyover **/Elevated Viaduct** project in the last 10 (Ten) financial years preceding the Bid Due Date, having span equal to or greater than 50% of the longest span or 100m, whichever is less of the structure proposed in this project and also the cost of such similar project shall be atleast 20% of the Estimated Project Cost and also the length of such Major Bridge /ROB /Flyover project shall be atleast 20% of the length of the elevated corridor proposed in this tender document. For this purpose, a project shall be considered to be completed, if more than 90% of the value of work has been completed and such completed value of work is equal to or more than 20% of the Estimated Project Cost	Tender conditions prevail

Project Engineer
Bengaluru Smart Infrastructure Limited

Chief Engineer
Bengaluru Smart Infrastructure Limited

Director (Technical)
Bengaluru Smart Infrastructure Limited

Scanned with OKEN Scanner

Construction of Elevated corridor from Old Madras Road to Electronic City flyover via Swami Vivekananda Metro Station - Indiranagar - Old Airport road - Hosur road - Silk Board Junction (Length 5.20 kms) in Bengaluru city under Engineering, Procurement & Construction (EPC) Mode on Lumpsum, Turkey with allowable Price Escalation using Ultra High-Performance Fiber Reinforced Concrete (UHPFRC) based structures including maintenance for a period of 10 years

Query raised by: M/s Dilip Buildcon

Sl. No	Document (RFP/DCA/etc)	EXISTING CLAUSE	CLAUSE TO BE MODIFIED	Response
1	RFP - 3.3 TECHNICAL CAPACITY	b. Provided that at least one similar work of 20% of Estimated Project Cost shall have been completed from the Eligible Projects specified below. For this purpose, a project shall be considered to be completed, if more than 90% of the value of work has been completed and such completed value of work is equal to or more than 20% of the estimated project cost.	b. Provided that at least one similar work of 20% of Estimated Project Cost shall have been completed from the Eligible Projects specified below. For this purpose, a project shall be considered to be completed, if more than 70% of the value of work has been completed and such completed value of work is equal to or more than 20% of the estimated project cost.	Tender document (RFP) conditions prevail
2	RFP - 3.3 TECHNICAL CAPACITY	c. Eligible projects shall include following: The sole Bidder shall have completed atleast one similar Major Bridge/ROB/Flyover project in the last 10 (Ten) financial years preceding the Bid Due Date, having span equal to or greater than 50% of the longest span or 100m, whichever is less of the structure proposed in this project and also the cost of such similar project shall be atleast 20% of the Estimated Project Cost and also the length of such Major Bridge/ROB/Flyover project shall be atleast 20% of the length of the elevated corridor proposed in this tender document. For this purpose, a project shall be considered to be completed, if more than 90% of the value of work has been completed and such completed value of work is equal to or more than 20% of the Estimated Project Cost.	c. Eligible projects shall include following: The sole Bidder shall have completed at least one similar Major Bridge/ROB/Flyover/highway project in the last 10 (Ten) financial years preceding the Bid Due Date, having span equal to or greater than 50% of the longest span or 100m, whichever is less of the structure proposed in this project and also the cost of such similar project shall be atleast 20% of the Estimated Project Cost and also the tength of such Major Bridge/ROB/Flyover project shall be atleast 20% of the length of the elevated corridor proposed in this tender document. For this purpose, a project shall be considered to be completed, if more than 70% of the value of work has been completed and such completed value of work is equal to or more than 20% of the Estimated Project Cost.	Tender document (RFP) conditions prevail

Project Engineer
Bengaluru Smart Infrastructure Limited

Chief Engineer
Bengaluru Smart Infrastructure Limited

Director (Technical)
Bengaluru Smart Infrastructure Limited

Scanned with OKEN Scanner

Construction of Elevated corridor from Old Madras Road to Electronic City flyover via Swami Vivekananda Metro Station - Indiranagar - Old Airport road - Hosur road - Silk Board Junction (Length 5.20 kms) in Bengaluru city under Engineering, Procurement & Construction (EPC) Mode on Lumpsum, Turkey with allowable Price Escalation using Ultra High-Performance Fiber Reinforced Concrete (UHPFRC) based structures including maintenance for a period of 10 years

Query raised by: M/s S Narayana Reddy

Sl no	Description	Response
1	Enablement of Joint Venture Participation in these tenders	Tender conditions to prevail No Joint Venture allowed
2	Provision of the approved project estimates for each tender	Tender conditions to prevail The bidder has to make his own assessment for the project and quote his value for execution of the work.
3	Status of clearances from relevant authorities including Land, Police, GBA, BDA, NH, Namma Metro, and pollution control Board	All the stakeholders are apprised of the upcoming project. Specific clearances as and when required will also be taken by the authority or will facilitate the agency in obtaining other permissions if any
4	A comprehensive list of key requirements and permissions necessary to ececute works in urban areas, particularly in high-density traffic corridors.	Specific clearances as and when required will also be taken by the authority or will facilitate the agency in obtaining other permissions if any

Project Engineer
B-SMILE

Chief Engineer
Bengaluru Smart Infrastructure Limited

Director (Technical)
Bengaluru Smart Infrastructure Limited

Scanned with OKEN Scanner

Construction of Elevated corridor from Old Madras Road to Electronic City flyover via Swami Vivekananda Metro Station - Indiranagar - Old Airport road - Hosur road - Silk Board Junction (Length 5.20 kms) in Bengaluru city under Engineering, Procurement & Construction (EPC) Mode on Lumpsum, Turkey with allowable Price Escalation using Ultra High-Performance Fiber Reinforced Concrete (UHPFRC) based structures including maintenance for a period of 10 years

Query raised by: M/s SMC Infrastructures

Sl no	Clause no	Description	Prebids Queries	Response
1	7.2 (NIT)	For implementation of new technologies namely UHPFRC, Bridge bearings, etc., post tender agreement on award of work should be accompanied with agreements/MoUs from respective sub-contractors.	The Authority is requested to clarify the qualification criteria applicable to the proposed UHPFRC provider. Specifically, kindly confirm: (a) Minimum years of experience required in execution of UHPFRC structures. (b) Requirement of UHPFRC production/manufacturing facilities, including batching plant and associated infrastructure. (c) Minimum number of completed UHPFRC structures/projects required for eligibility. (d) Minimum/maximum completed UHPFRC structures to be considered for credential evaluation. (e) Any other specific technical, financial, or performance criteria applicable to the UHPFRC provider.	The UHPFRC/UHPC Design Consultant, Manufacturer and Specialized Sub-Contractor shall be engaged by the Contractor and shall possess demonstrated experience in the design, manufacture, quality control and execution of UHPFRC/UHPC bridge structures. The detailed qualification criteria, including experience, completed projects, production facilities, span capabilities and technical competency, shall be proposed by the Contractor and shall be subject to review and approval by the Employer at the time of approving sub-contractor as per clause 7 and relevant sub-contracting provisions of the scope of work. Preference shall be given to agencies having proven experience in UHPFRC/UHPC bridge projects and working in association with recognized National Institutes such as IITs, IISc or equivalent approved technical organizations.
2	7.2	Agreement / MoU with UHPFRC Sub-Contractor	Kindly clarify whether the Agreement/MoU with the proposed UHPFRC provider to be submitted along with the bid.	It is at the discretion of the bidder to submit a letter of Association / Memorandum of Understanding (MoU) / Letter of Intent from the proposed UHPFRC/UHPC Specialist Agency indicating willingness to participate in the Project along with the bid, but not mandatory as per the tender.
3	7.2	Sub-Contractor Credentials	Kindly clarify whether the experience and credentials of the proposed UHPFRC provider shall be considered for meeting the qualification requirements of the UHPFRC works under the project.	Yes, but it will be dealt with the successful bidder during the course of engaging UHPFRC sub-contractor / expert agency

Project Engineer
Bengaluru Smart Infrastructure Limited

Chief Engineer
Bengaluru Smart Infrastructure Limited

Director (Technical)
Bengaluru Smart Infrastructure Limited

Scanned with OKEN Scanner

Construction of Elevated corridor from Old Madras Road to Electronic City flyover via Swami Vivekananda Metro Station - Indiranagar - Old Airport road - Hosur road - Silk Board Junction (Length 5.20 kms) in Bengaluru city under Engineering, Procurement & Construction (EPC) Mode on Lumpsum, Turkey with allowable Price Escalation using Ultra High-Performance Fiber Reinforced Concrete (UHPFRC) based structures including maintenance for a period of 10 years

Query raised by: M/s Unique Infra

Sl no	Clause no	Description	Prebids Queries	Response
1	7.2 (NIT)	For implementation of new technologies namely UHPFRC, Bridge bearings, etc., post tender agreement on award of work should be accompanied with agreements/MoUs from respective sub-contractors.	The Authority is requested to clarify the qualification criteria applicable to the proposed UHPFRC Sub-Contractor. Specifically, kindly confirm: (a) Minimum years of experience required in execution of UHPFRC structures. (b) Requirement of UHPFRC production/manufacturing facilities, including batching plant and associated infrastructure. (c) Minimum number of completed UHPFRC structures/projects required for eligibility. (d) Maximum span length of completed UHPFRC structures to be considered for credential evaluation. (e) Any other specific technical, financial, or performance criteria applicable to the UHPFRC Sub-Contractor.	The UHPFRC/UHPC Design Consultant, Manufacturer and Specialized Sub-Contractor shall be engaged by the Contractor and shall possess demonstrated experience in the design, manufacture, quality control and execution of UHPFRC/UHPC bridge structures. The detailed qualification criteria, including experience, completed projects, production facilities, span capabilities and technical competency, shall be proposed by the Contractor and shall be subject to review and approval by the Employer at the time of approving sub-contractor as per clause 7 and relevant sub-contracting provisions of the scope of work. Preference shall be given to agencies having proven experience in UHPFRC/UHPC bridge projects and working in association with recognized National Institutes such as IITs, IISc or equivalent approved technical organizations.
2	7.2	Agreement / MoU with UHPFRC Sub-Contractor	Kindly clarify whether the Agreement/MoU with the proposed UHPFRC Sub-Contractor is required to be submitted along with the bid or can be furnished after issuance of the Letter of Award (LoA).	It is at the discretion of the bidder to submit a letter of Association / Memorandum of Understanding (MoU) / Letter of Intent from the proposed UHPFRC/UHPC Specialist Agency indicating willingness to participate in the Project along with the bid, but not mandatory as per the tender.
3	7.2	Sub-Contractor Credentials	Kindly clarify whether the experience and credentials of the proposed UHPFRC Sub-Contractor shall be considered for meeting the qualification requirements of the UHPFRC works under the project.	Yes, but it will be dealt with the successful bidder during the course of engaging UHPFRC sub-contractor / expert agency

Project Engineer
Bengaluru Smart Infrastructure Limited

Chief Engineer
Bengaluru Smart Infrastructure Limited

Director (Technical)
Bengaluru Smart Infrastructure Limited

Scanned with OKEN Scanner

Construction of Elevated corridor from Old Madras Road to Electronic City flyover via Swami Vivekananda Metro Station - Indiranagar - Old Airport road - Hosur road - Silk Board Junction (Length 5.20 kms) in Bengaluru city under Engineering, Procurement & Construction (EPC) Mode on Lumpsum, Turkey with allowable Price Escalation using Ultra High-Performance Fiber Reinforced Concrete (UHPFRC) based structures including maintenance for a period of 10 years

Query raised by: M/s Markolines

Sl no	Clause no	Description	Prebids Queries	Response
1	7.2 (NIT)	For implementation of new technologies namely UHPFRC, Bridge bearings, etc., post tender agreement on award of work should be accompanied with agreements, MoUs from respective sub-contractors.	The Authority is requested to clarify the qualification criteria applicable to the proposed UHPFRC provider. Specifically, kindly confirm: (a) Minimum years of experience required in execution of UHPFRC structures. (b) Requirement of UHPFRC production/manufacturing facilities, including batching plant and associated infrastructure. (c) Minimum number of completed UHPFRC structures/projects required for eligibility. (d) Minimum/maximum span length of completed UHPFRC structures to be considered for credential evaluation. (e) Any other specific technical, financial, or performance criteria applicable to the UHPFRC provider.	The UHPFRC/UHPC Design Consultant, Manufacturer and Specialized Sub-Contractor shall be engaged by the Contractor and shall possess demonstrated experience in the design, manufacture, quality control and execution of UHPFRC/UHPC bridge structures. The detailed qualification criteria, including experience, completed projects, production facilities, span capabilities and technical competency, shall be proposed by the Contractor and shall be subject to review and approval by the Employer at the time of approving sub-contractor as per clause 7 and relevant sub-contracting provisions of the scope of work. Preference shall be given to agencies having proven experience in UHPFRC/UHPC bridge projects and working in association with recognized National Institutes such as IITs, IISc or equivalent approved technical organizations.
2	7.2	Agreement / MoU with UHPFRC Sub-Contractor	Kindly clarify whether the Agreement/MoU with the proposed UHPFRC Sub-Contractor is required to be submitted along with the bid or can be furnished after issuance of the Letter of Award (LoA).	It is at the discretion of the bidder to submit a letter of Association / Memorandum of Understanding (MoU) / Letter of Intent from the proposed UHPFRC/UHPC Specialist Agency indicating willingness to participate in the Project along with the bid, but not mandatory as per the tender.
3	7.2	Sub-Contractor Credentials	Kindly clarify whether the experience and credentials of the proposed UHPFRC Sub-Contractor shall be considered for meeting the qualification requirements of the UHPFRC works under the project.	Yes, but it will be dealt with the successful bidder during the course of engaging UHPFRC sub-contractor / expert agency

Project Engineer
Bengaluru Smart Infrastructure Limited

Chief Engineer
Bengaluru Smart Infrastructure Limited

Director (Technical)
Bengaluru Smart Infrastructure Limited

Scanned with OKEN Scanner